

CHAPTER 2 U.S. Govt. to Elijah Murray

Sheet No. 1.

1. Abstracter's  
Notation.

- ) Notice is hereby given that this
- ) Abstract is prepared pursuant to
- ) Sections 614.29 through 614.38, Code

of Iowa and Chapter 11 of the Iowa Land Title Examination Standards, and the Abstracting Standards of the Iowa Land Title Association.

All matters of record prior to the date of the recording of the root of title are omitted herefrom except:

1. Plat and Survey.
2. Easements.
3. Party wall and other boundary line agreements.
4. Unexpired recorded leases.
5. Patents.

2. United States,

to

Elijah Murray.

- ) Copy of Patent.
  - ) Dated November 10, 1857.
  - ) Filed January 6, 1928.
  - ) Book 58 Page 28.
  - ) Grants: The NW $\frac{1}{4}$  of Section 8, in Town-
  - ) ship 92 North of Range 21 West Franklin
- County, Iowa. Certified December 29, 1927 by M. P. Le Roy, Recorder of General Land Office to be a true copy of the Patent record in this office.

Book 58 Page 28  
Abstract of Original Entries Franklin County

U.S. Government  
TO

## Elijah Murray

Assignee of the Kroft children: Rachel, Hiram, Harriet.

April 26, 1856

Elijah Murray and his wife, Elizabeth Brown Murray Of Benton Co., IA  
Married 1844

Part of Section	Section	Town	Range	Acres	Name	Date
NE ¼ of NW ¼	8	92	21	40	Elijah Murray	April 21, 1856
NW ¼ of NW ¼	8	92	21	40	Elijah Murray	April 21, 1856
SW ¼ of NW ¼	8	92	21	40	Elijah Murray	April 21, 1856
SE ¼ of NW ¼	8	92	21	40	Elijah Murray	April 21, 1856

[illegible]

Elijah Murray last 4 lines of the page.

W	E		
1/2	1/2		

Deed Record No. 58, Franklin County, Iowa

UNITED STATES OF AMERICA.

Filed for record this 6<sup>th</sup> day of January  
A. D. 1897, at 4<sup>15</sup> P. M.  
Margaret Gillett Recorder.  
No. 37 Recording fees \$ 60<sup>0</sup>

TO  
Elijah Murray

430

THE UNITED STATES OF AMERICA.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:  
WHEREAS, in pursuance of the Act of Congress, approved MARCH 2, 1855, entitled "An Act in Addition to certain Acts Granting Bounty Land to Certain Officers and Soldiers who have been Engaged in the Military Service of the United States," there has been deposited in the GENERAL LAND OFFICE certain Military Warrants, to wit: Rachael Kropp, William Kropp, and carried Kropp children and heirs at law of Peter Kropp deceased, Private in Company K Third Regiment Ohio Volunteers having deposited in the General Land Office a warrant in this grant, with evidence that the same has been duly forfeited upon March 17, 1870, 813 there is therefore granted by the United States unto Elijah Murray, assignee of Rachael Kropp, formerly said Rachael Kropp, and said William Kropp, and said carried Kropp, and to his heirs, the north west quarter of Section eight, in Township ninety two north of Range thirty one west, in the District of lands reserved to sold as Fort Dodge, Iowa, containing one hundred and fifty acres,  
to have for a limited time an additional military free and for the purpose of the purchase of said February 11th 1897.

according to the official Plat of the Survey of the said land, returned to the GENERAL LAND OFFICE by the SURVEYOR GENERAL, which said tract has been located in satisfaction of the above mentioned warrant, in pursuance of the Act of Congress above mentioned, and that there is therefore granted by the UNITED STATES unto the said Elijah Murray and to his heirs and assigns forever, the said tract of land, with the appurtenances thereof, unto the said Elijah Murray and to his heirs and assigns forever.

IN TESTIMONY WHEREOF, I James Buchanan PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these Letters to be made Patent, and the Seal of the General Land Office to be hereunto affixed.  
Given under my hand at the CITY OF WASHINGTON, the 29<sup>th</sup> day of November in the Year of Our Lord One Thousand Eight Hundred and ninety seven and of the INDEPENDENCE OF THE UNITED STATES the 27<sup>th</sup>.  
BY THE PRESIDENT James Buchanan  
J. N. Granger Sec'y.  
Recorder of the General Land Office.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,

Washington, D. C. Dec. 29 1897

I hereby certify that this photograph is a true copy of the patent Record which is in my custody in this office.

(SEAL)

M. P. Le Roy  
Recorder.



Book A  
P. 632

Elizabeth + Elizabeth

Know all men by these presents, that we Elizabeth Murray and Elizabeth Murray, the wife of Benton County, State of Iowa, in consideration of the sum of two hundred dollars in hand paid by William C. Cornell, the following described premises, situated in the county of Franklin, State of Iowa, to wit: the West quarter of section the eight 18, township the twenty 22, north of range the twenty one 21, west of the 5th E. 11th. Containing one hundred and sixty acres more or less, and we do hereby covenant with the said William C. Cornell that we are lawfully seised and premises that they are free from incumbrances, that we have good right and lawful authority to sell the same, and we do here covenant to warrant and defend the said premises against the lawful claims of all persons whomsoever. In witness whereof we have hereunto set our hands and seal, this 21st day of June, 1856.

Executed in presence of  
James Wood  
Elizabeth Murray  
Elizabeth Murray

I do certify that before me James Wood a Justice of the Peace for said County, personally appeared the above named William C. Cornell and Elizabeth Murray his wife, personally known to me to be the persons whose names are affixed to the above foregoing papers, and acknowledged the execution of the same to be their voluntary act and deed for the purposes therein mentioned. Given under my hand and official seal at Clinton, this 21st day of June 1856.

(J. Wood)

Know all men by these presents, that George Theobald, of Benton County, State of Iowa, has made certain and have made constituted and appointed to him, R. F. Pratt, his clerk, to cause my said land to be sold in my name, place and stead to satisfy a sale made and entered on the record of Franklin County, Iowa, in and to wit, a mortgage made by Joshua Richardson of the following described premises, to wit: the West quarter of section the eight 18, township the twenty 22, north of range the twenty one 21, west of the 5th E. 11th. Containing one hundred and sixty acres more or less, and we do hereby covenant with the said William C. Cornell that we are lawfully seised and premises that they are free from incumbrances, that we have good right and lawful authority to sell the same, and we do here covenant to warrant and defend the said premises against the lawful claims of all persons whomsoever. In witness whereof we have hereunto set our hands and seal, this 21st day of June, 1856.

Ben  
El  
9  
El  
M  
2.  
16  
6/  
-  
N  
Co  
No

James Wood N.P.

This instrument is re-recorded and certified to in Book 53, page 92. This 9 day of Oct. 1912. B.D. Lane Recorder.

Book 53, page 92. R.F. Pratt Deputy. Notary.

Here is his wife Elizabeth in 1856.



I've looked and looked on line for anything on Elijah and after 5 months of looking most days, I had found these two marriage records which have different locations and dates but that could be because it was hard to read and got transcribed as two different days and months. Then on Sept. 17, 2011 I finally found a census with Elizabeth's name and then using the children's names backtracked to the first wife Mariana Beaugard.

#### Washington, D.C. Marriages, 1826-50

Name: Elijah Murray

Spouse: Elizabeth Brown

Marriage Date: 7 Jan 1844

County: Wash

State: DC

##### Source Information:

Dodd, Jordan, Liahona Research, comp.. Washington, D.C. Marriages, 1826-50 [database on-line]. Provo, UT, USA:

Ancestry.com Operations Inc, 2000.

Original data: Washington, DC Marriages, 1826-50. District court records located at Washington, DC. Records extracted from the district courthouse.

##### Description:

Index to marriage records from Washington, DC

#### Maryland Marriages, 1655-1850

Name: Elizabeth Brown

Gender: Female

Marriage Date: 2 Jul 1844

Spouse: Elijah Murray

Spouse Gender: Female

State: Maryland

County: Baltimore

##### Source Information:

Dodd, Jordan, Liahona Research, comp.. Maryland Marriages, 1655-1850 [database on-line]. Provo, UT, USA:

Ancestry.com Operations Inc, 2004.

Original data: Most of the records in this index may be found at the Maryland Historical Society or the Family History Library. More specific source information is listed with each entry. Original marriage licenses should be located at the county clerk's office.

##### Description:

This database contains marriage information from selected areas of Maryland for over 250,000 individuals from 1655-1850. Information that may be found in this database for each individual includes their name, spouse's name, spouse's gender, marriage date and location, record type, and source information

I like this a lot but it doesn't give the marriage date. Elijah did marry Elizabeth Brown in 1844 in either DC or Baltimore. This one makes him 23 years older than his wife.

#### U.S. and International Marriage Records, 1560-1900 U.S. and International Marriage Records, 1560-1900

Name: Elijah Murray

Gender: Male

Birth Place: MD

Birth Year: 1795

Spouse Name: Elizabeth ???

Spouse

Birth Place: VA

Spouse Birth Year: 1818

Number Pages: 1

Source Citation: Source number: 256.000; Source type: Electronic Database; Number of Pages: 1; Submitter Code: LSO.  
Source Information: Yates Publishing. U.S. and International Marriage Records, 1560-1900 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2004.

Original data: This unique collection of records was extracted from a variety of sources including family group sheets and electronic databases. Originally, the information was derived from an array of materials including pedigree charts, family history articles, querie.

Description: This database contains marriage record information for approximately 1,400,000 individuals from across all 50 United States and 32 different countries around the world between 1560 and 1900. These records, which include information on over 500 years of marriages, were extracted from family group sheets, electronic databases, biographies, wills, and other source

### Have I finally found him!! Could be!

1850 United States Federal Census

Name: Elijah Murray

Age: 55

Estimated Birth Year: abt 1795 ( *Birth*: 8 DEC 1795 in MARYLAND, USA *Death*: 11 JUL 1855)

Birth Place: Maryland

Gender: Male

Home in 1850 (City,County,State): Fulton, Hamilton, Ohio

Family Number: 264

Household Members: Name Age

Elijah Murray 55 Maryland

Elizabeth Murray 32 Virginia

Maria B Murray 20 Ohio

Barbara Murray 18 Ohio

Francis Murray 13 Virginia

George W Murray 4 Kentucky

Lewis B Murray 4 Kentucky

Virginia Murray 2 Kentucky

Thomas B Murray 0 Ohio

Source Citation: Year: 1850; Census Place: Fulton, Hamilton, Ohio; Roll: M432\_685; Page: 220A; Image: 455.

Source Information:

Ancestry.com. 1850 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009. Images reproduced by FamilySearch.

In the 1850 census Elijah and Elizabeth are in Fulton Co., OH. Cincinnati is in Fulton Co. Peter died in 1847 and is buried in Cincinnati in a potter's field. Do you suppose they did know each other?





June 15 Charles J. Wick	Elizabeth Summings
✓ 17 Edward Clementston	James Power
✓ 19 John H. Clarke	Mary Elizabeth Summers
✓ 20 Frederick Reinhart	Sarah Frazier
✓ " Augustus Causton	Sicinda Warren
✓ " John Malsie	Caroline Warren
✓ " Daniel M. Bull	Martha Jane M. Gaulty
✓ 22 Warren Summers	Eliza Jane Daicey
✓ " John Bladen	Sarah Finney
✓ 24 George H. Wright	Jane Eliza Phillips
✓ 26 John C. Warner	Eleanor Mary Murray
✓ 27 John Harrison	Miscilla Chadwell
✓ " James Savage	Catherine W. Marriott
July 1 <sup>st</sup> Elijah Murray	Elizabeth Brown
✓ " Matthias Houch	Elizabeth Shedd
✓ " William T. Wilson	Louisa C. Pennington
✓ " LeRoy W. Lynn	Mahina Thomas
✓ 28 James Howard	Susan Higdon - (Wm B)
✓ " John Rogers	Man Carpenter
✓ 6 <sup>th</sup> John Washington Joy	Mary Ann Hill
✓ " Stephen G. Gould	Ann Maria Gages
✓ 8 Charles W. Oxford	Maria Vernon Hayes
✓ " Thomas Edwin Scott	Lydia Crump
✓ 9 William Hapner	Breuer Walcliff
✓ 10 Terence Ferris	Ann Lanagan
✓ 11 James Thomas Reynolds	Catherine Ann Beaton
✓ " Laurence Murphy	Jane E. Wells
✓ 12 William Alvey	Martha Ann Goldsmith
✓ 13 Jonah D. Hoover	Angelica P. Hoover
✓ 15 Thomas C. Burke	Mary Ann Bowden
✓ 16 William Owens	Achel Emily Thompson
✓ 17 William Finney	Comfort Church
✓ " Richard C. DeButh	Sarah M. C. Hall
✓ " Peter McCoitick	Sophia Warner
✓ 18 Stephen Sammons	Harriet Maria Caldwell
✓ 20 Stephen D. German	Ann Elizabeth Joy

Elijah and Elizabeth marriage July 1, 1844 Baltimore, MD

SCHEDULE I.—Free Inhabitants in *Sulton Township* in the County of *Hamilton* State *Ohio* enumerated by me, on the *29th* day of *July* 1850. *David Hill* Ass't Marshal.

1	2	3	DESCRIPTION.			7	8	9	10 11 12			13
			Age.	Sex.	Color, Mark, or Stature.				Married within the year.	Attended School within the year.	Persons over 20 years of age who cannot read & write.	
1	214	260	<i>Sorressa Mullen</i>	7	F			<i>Ohio</i>		/		1
2			<i>James F. Mullen</i>	11	m			"		/		2
3			<i>Mary J. Mullen</i>	8	F			"		/		3
4			<i>Abigail Mullen</i>	1	F			"		/		4
5	261		<i>David McGibbin</i>	25	m	<i>Black Smith</i>		<i>Qua</i>				5
6			<i>Mary J. McGibbin</i>	20	F			<i>Ohio</i>				6
7			<i>Elizabeth McGibbin</i>	12	F			"				7
8	262		<i>William Taylor</i>	45	m	<i>Crover</i>		<i>Kentucky</i>				8
9			<i>Isabella Taylor</i>	34	F			<i>Ohio</i>				9
10			<i>Abigail Taylor</i>	22	F			"				10
11			<i>Isaac Taylor</i>	17	m	<i>none</i>		"		/		11
12			<i>Surinda Taylor</i>	14	F			"		/		12
13			<i>Sorressa Taylor</i>	6	F			"		/		13
14			<i>William H. Taylor</i>	4	m			"		/		14
15			<i>Lafayette Taylor</i>	2	m			"				15
16	263		<i>Erasmus Shilley</i>	40	m	<i>Boatman</i>		<i>Vermont</i>				16
17			<i>Mary H. Shilley</i>	37	F			<i>Ohio</i>		/		17
18			<i>Mary J. Shilley</i>	17	F			"				18
19			<i>Sarah H. Shilley</i>	12	F			"		/		19
20	264		<i>Elijah Murray</i>	55	m	<i>Ship Carpenter</i>		<i>England</i>				20
21			<i>Elizabeth Murray</i>	32	F			<i>Virginia</i>				21
22			<i>Maria B. Murray</i>	20	F			<i>Ohio</i>				22
23			<i>Barbara Murray</i>	15	F			"				23
24			<i>Francis Murray</i>	13	m			<i>Virginia</i>	/			24
25			<i>George M. Murray</i>	4	m			<i>Kentucky</i>				25
26			<i>Lewis B. Murray</i>	4	m			"				26
27			<i>Virginia Murray</i>	2	F			"				27
28			<i>Thomas B. Murray</i>	3	m			<i>Ohio</i>				28
29	265		<i>Emory Atkins</i>	37	m	<i>Ship Carpenter</i>	1000	<i>N.Y. State</i>				29
30			<i>Catharine Atkins</i>	29	F			<i>Ohio</i>				30
31			<i>William Atkins</i>	3	m			"				31
32			<i>Alexander Morrow</i>	61	m	<i>Drayman</i>		<i>Penn</i>				32
33			<i>Sarah Morrow</i>	57	F			<i>N. Carolina</i>	/			33
34	266		<i>Edward Jones</i>	53	m	<i>Ship Carpenter</i>		<i>Connecticut</i>				34
35			<i>Sarah Jones</i>	47	F			<i>Penn</i>				35
36			<i>Edward Jones</i>	21	m	<i>Ship Joiner</i>	x	"				36
37			<i>Eli M. Jones</i>	11	m			"	/			37
38			<i>Benjamin M. Jones</i>	8	m			"	/			38
39			<i>John M. Jones</i>	6	m			"				39
40			<i>Michael M. Jones</i>	28	m	<i>Shoemaker</i>		<i>Delaware</i>				40
41			<i>Philene Jones</i>	27	F	<i>Penn</i>		<i>Penn</i>				41
42	267		<i>Harvey Jones</i>	29	m			"				42

Line 20 is the whole Murray family with Elizabeth. Ohio



Happy Days Are Here! I do think this is "MY" Elijah and Elizabeth Line 20 in the 1850 census. Today is Sept. 17, 2011 and it was at least 4:00 when I found this. Where has it been? This census is 1850. He bought my land in 1856. Peter died in 1847. Fulton is quite a ways from Canton but the way all these people move around it probably isn't a point. I've searched for Elijah and Elizabeth since February of 2011. I didn't think Elijah was this old so maybe that's why he never showed up in my searches. I was looking for someone born in the 1830's since all the Scott men were born around that time. Now to find a tie to the Scotts. Elizabeth has to be the second wife. Maria B. Murray is 20 years old! I wonder if Elijah is still building ships in Ohio.

And working backwards using the children's names I find his first wife, Mariana Beaugard. Obviously this entry is a combination of both wives. Common sense will tell you the age difference and Elizabeth's 1844 marriage would be that Maria, Barbara, and Francis are from the first marriage and Lewis, George, Virginia and Thomas are from the second marriage. The death from the Paducah Sun would have to be Elizabeth if Elijah preceded her several years ago.

#### U.S. and International **Marriage Records, 1560-1900**

Name: Elijah Murray

Gender: Male

Birth Place: MD

Birth Year: 1795

Spouse Name: Mariana Beaugard

Number Pages: 1

Source Citation: Source number: 20.000; Source type: Electronic Database; Number of Pages: 1; Submitter Code: LSO. Source Information: Yates Publishing. U.S. and International Marriage Records, 1560-1900 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2004.

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Paducah, Kentucky

- ID: I1465
- Name: Mariana BEAUGARD
- Sex: F
- Birth: WFT Est. 1792-1819
- Death: WFT Est. 1852-1909
- Note:

PADUCAH SUN NEWSPAPER OBITUARY SHOWS "MRS. MURRAY, WIFE OF THE LATE CAPT. E. MURRAY, WHO FOUNDED THE MARINE WAYS HERE YEARS AGO, DIED SATURDAY NIGHT AT ST. LOUIS WHERE SHE HAD MADE HER HOME SINCE THE DEATH OF HER HUSBAND SEVERAL YEARS AGO. THE DECEASED WAS IN HER LATE 70'S AND WAS THE GRANDMOTHER OF MRS. JAMES M. LANG. SHE LEAVES THREE SONS, ALL RIVER MEN, AND TWO DAUGHTERS. THE LATTER RESIDENCE OF ST. LOUIS. THE REMAINS WERE BURIED TODAY AT THE LATTER CITY." DATED FEB 25, 1901.

St. Louis City Death Records, 1850-1902 St. Louis City Death Records, 1850-1902

Name: Elizabeth Murray

Death Date: 23 Feb 1901

Address: 4424 Forest Park

Volume: 41

Page: 521

County Library: RDSL 49

Missouri Archive: C 10405

SLGS Rolls: 331

Source Information: St. Louis Genealogical Society, comp.. St. Louis City Death Records, 1850-1902 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2001.  
Original data: St. Louis Genealogical Society. Index to Death Records in the City of St. Louis, 1850-1902. St. Louis, MO, USA: St. Louis Genealogical Society, 1999.  
Description: This index covers all deaths recorded in the Death Registry Books for St. Louis, Missouri, U.S.A. during the period August 1850 through December 1902. It contains the following information where available: person's name, date of death, age, significant address at time of death, place of birth, cemetery, registry volume/page, and Soundex code.

Paducah Marine Ways was one of Paducah's (completed 1854) earliest industries, it and the Civil War arrived closely together. One of its operators Eli Murray (think Merrimac) had invented and patented a method of running railroad tracks into the river bed. On these rails he had cradles on railroad wheels attached to a steam engine on the top of the bank. Boats would pull over the cradles and be pulled out of the water for repairs. Although it was a very busy concern for many years it is now closed and most signs of its existence have disappeared.

<http://www.markethousemuseum.com/node/129?size=preview>

I used the World Family Tree information and then corrected it when I found the right information. WFT is not accurate.

Marriage 1 Elijah MURRAY b: 8 DEC 1795 in MARYLAND, USA

- Married: WFT Est. 1826-1850

Children

1. Maria B. MURRAY b: ABT. 1830 in OHIO, USA
2. Barbara MURRAY b: ABT. 1832 in OHIO, USA
3. Francis Arnold MURRAY b: MAY 1837 in VIRGINIA, USA (Dec 31, 1837 Elijah is in Green Bay, WI buying land and has a letter at the post office)
4. Lewis B. MURRAY b: ABT. 1846 in KENTUCKY, USA
5. George W. MURRAY b: ABT. 1846 in KENTUCKY, USA
6. Virginia MURRAY b: ABT. 1848 in KENTUCKY, USA
7. Thomas B. MURRAY b: 12 MAR 1850 in OHIO, USA
8. Is there another daughter Jeanette b. 1854?

• ID: I1622

• Name: Elizabeth

• Sex: F

• Birth: ABT. 1818 in VIRGINIA, USA

• Death: WFT Est. 1846-1912

• Note:

ELIZABETH SHOWS ON THE 1850 CENSUS FOR FULTON, HAMILTON CO., OHIO AS THE WIFE OF ELIJAH MURRAY. IT IS UNKNOWN HOW MANY CHILDREN, IF ANY, ARE FROM THIS MARRIAGE SO I HAVE LISTED THEM ALL UNDER HIS FIRST MARRIAGE.

Marriage 1 Elijah MURRAY b: 8 DEC 1795 in MARYLAND, USA • Married: WFT Est. 1846-1854  
U.S. and International Marriage Records, 1560-1900 U.S. and International Marriage Records, 1560-1900

Name: Elijah Murray

Gender: Male

Birth Place: MD

Birth Year: 1795

Spouse Name: Elizabeth ??? (Actually this is his 2<sup>nd</sup> wife. It's easy to figure out which children are hers by the birth date and her marriage date.)

Spouse

Birth Place: VA

Spouse Birth Year: 1818

Number Pages: 1



Source Citation: Source number: 256.000; Source type: Electronic Database; Number of Pages: 1; Submitter Code: LSO.  
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As "famous" as Elijah was, it's hard to find anything written about him. I'm looking for an obituary. Part of the family is buried here:

Bellefontaine Cemetery  
Saint Louis  
St. Louis City, Missouri, USA

Family links:

Parents:  
Elizabeth Brown Murray (1815 - 1901)  
Birth: Aug., 1815  
Virginia, USA  
Death: Feb. 23, 1901  
Saint Louis  
St. Louis City, Missouri, USA  
Wife of Elijah Murray

Family links:

Children:  
Lewis Beaugard Murray  
Birth: Nov. 7, 1847  
Paducah  
McCracken County, Kentucky, USA  
Death: Jul. 24, 1919  
Saint Louis  
St. Louis City, Missouri, USA

Ruth M Murray Gloor (1852 - 1929)\*

Birth: Dec., 1852  
Indiana, USA  
Death: Aug. 23, 1929  
St. Joseph County, Michigan, USA

Spouse:  
Edwin Gloor (1849 - 1915)\*

Children:  
Leonidas M Gloor (1873 - 1905)\*  
Estelle Gloor (1883 - 1976)\*  
Virginia Gloor (1890 - 1983)\*

Burial:

Bellefontaine Cemetery  
Saint Louis  
St. Louis City, Missouri, USA

List of Letters.	
Remaining in the Post Office at Green Bay	
W. T., quarter ending Dec. 31, 1837.	
King Benjamin Dr.	
Aiken Ira F.	Long Wm. D.
Andrews John	Ladd Avery S.
Ashley L.	Lamb Charles
Adams Daniel	Lyon Elijah A.
Allen Alonzo	Lacy John
Ayer John V.	Laws John
Arndt John P.	
Armstrong Geo. S. 2	M'Evooy James
	Matson John
Butterfield Cath'e	Minor T. W.
Beardales Aaron	M'Carthy John
Bancroft E. W.	M'Carthy Dinco
Boucher Peter	Meadows James
Bristol Albert	Mitchell Elizabeth
Brush, Rees, & Co.	Marshall M.
Bradlee Lemuel, Jr.	Maltia S. A. Dr.
Brick Magdalene	Monsonce Margue-
Bamber Hugh	rite Mrs.
Brown D. E.	Murray Elijah
Brush Charles	M'Kinney Jacob
Banister John	M'Kinney David L.
Barrett Charles	Marantell David
Barrons Austen	Marsh Cutting
Blanchet Benjamin	Mitchell William
Butler Daniel	McKothman Mr.
Brown T. K.	Marcy R. B. Lieut.
Cate Austin	Norton Philow
Cutter Stephen	Nangle James
Canning James	Nickolls P. W.
Challifoux Tble	Newton Alonzo
Cross Wm. H.	Niuham Zenas
Carver Stephen	Narasong James
Carroll Mary Miss 2	O'Connor Lawrence
Carson Michael	
Cumming Andrew J.	Parentian Michael
Cumming Alex'r Col	Parrent Dennis
Clark Thomas	Pollier Jacques, Sen'r
Clew Henry	Polts William
Craig Charles	Potter Horace
Cass J. Hiel	Paddock Henry
Crawford Sarah Miss	Pratt G. C.
Clark Mr.	Powless Joseph
Contois Louis	Prickett Tolbart
Comp Martha Miss	Pattison Theodore 2
	Peet Stephen
Dancy John	Parrent Joseph B. 3
Davin Michael	Powers Henry
Dickson Mr.	
Davies Jane Ann	Quirk Margaret Miss
Mrs. Ann	
Dousman Miss Mary	Registrar of Land Of-
Ann	fice
Deniston Jno. T.	Robida Jane Baptiste
Drake Martin	Randall William
	Richardson Lucius
Elliott Annis Miss	Ricker William
Elliott George W.	Robbins Thomas B.
	Ruggles D.
Ford G. W. Col.	Russell John
Foot G. W.	Rothman Mr.
Fields Henry	
Fairchild Joseph K.	7 Schopfer Constat
Fisk Marshall H.	Smith Baptist
Frazier Wm. C.	Stone Warren
Forcier Jacques	Schmerhorn Peter B.
Ford Chester	Searl Phineas
Foot Ann Jr.	Stom Emily Miss
Fowler Phoebe	Spaulding Samuel
Fowler Amy	Suydam John V. 2
	Stoddard Martha
Gingras Francis	Mrs. 2
Gant John Jr.	Singer Herman 2
Gant John	Smith & Miner
Grant John	Smith Mary Ann P.
Gibson Robert	Miss
Grignon Simon	Stone Horace
Grignon P. L.	Smith E. R. 6
Grignon Elizabeth	Smith E. K. 2
Miss	Smith J. R. Lieut. 2
Gulman Alex'r H.	
Henderson William	Timmins James
Harris Clark M.	Thifault Louis
Houle Charles Clair	Towbridge William
Hamm John Serg't	S. 2
Hodge Phoebe	Truesdel Truman W.
Hubbard Jasper	
Hickock Thomas	Verec Capt'n
Hammor Ira	Vernet Peter C.
Hills N. Lieut.	
Hall George	Westfall Simon
Hawley Lucius	Wigg George
Hubbard Luke N.	Woodruff C. E.
Hastings Matilda	Walters Michael
Higgins Lydia Miss	Wanboy John
Horne John S.	Williams J. C.
Hart Edwin	Woodard S. M.
Hart Asahel	Whitney Luther
Hill Cebus	Whipple J. H. Lieut.
Hogarty John	Webster John
	White William T. L.
Jones Wm. F.	Wooster Daniel
Jackson Geo. W.	Wright W. W.
Journey Chas.	Wickers Thomas W.
Johnson P.	White Thomas
Johnston Jeremiah S.	Williamson Wilson
Jones J.	Wilcox Randall
Johnson Jeremiah	White John
	Woodman A. 195
Kenner Richard	JOEL S. FISK, P. M.
Kesalin John	
Konkassot Levi	
Fond du Lac Company.	
An adjourned meeting of the Stock-	
holders of the Fond du Lac Com-	
pany will be held at the Astor Hotel on the	
first Monday in February next at 7 o'clock	
P. M.	
By order	
J. D. DOTY, President.	
Astor, January 2, 1838.	

Elijah has a letter at the Green Bay post office in 1837. He would have had to pay the postage to get it. I think I read that he was buying land in that area. I should have made note of it. I don't know where I saw it. He has a new baby at home but in the day, the women often went home to mama to birth the baby (Francis b. Virginia).

Elijah did get counted in the Green Bay census of 1830. The following excerpt talks about both 1830 and 1836. Elijah was in Green Bay in 1936-1837 if the newspaper is right.

## POPULATION OF BROWN COUNTY, JUNE, 1830.

BY THE EDITOR

As will be seen upon reference to the article, "The Boundaries of Wisconsin," in Volume XI. of these *Collections*, the country now comprised within the State of Wisconsin was, from May 7, 1800, a part of Indiana Territory; it then became a part of Illinois Territory; when Illinois became a State, under act approved April 18, 1818, and was cut down to her present limits, the trans-Lake Michigan country was assigned "for temporary purposes only" to Michigan Territory. October 26, 1818, Lewis Cass, governor of the Territory, issued a proclamation dividing that part of the trans-lacine district which extended from the Illinois boundary (42° 30') northward to Michillimackinac County, into two counties, to be separated by the meridian running "through the middle of the portage between Fox river and the Ouissin (misprint for Ouisconsin, or Wisconsin) river;" the portion lying east of that meridian being Brown County, with its seat of justice "within six miles of the mouth of Fox river," and that lying to the west Crawford County, with Prairie du Chien as its seat of justice. These two counties remained thus bounded until September 6, 1834, when the legislature of Michigan Territory passed an act setting off Milwaukee County from the southern part of Brown, and Iowa County from the southern part of Crawford. Thus divided, Wisconsin Territory came into being under Act of Congress approved April 20, 1836. See county map, *ante*, p. 249.

We have already given (*ante*, pp. 247-270) the details of the first census of Wisconsin Territory, taken in July, 1836, obtained from official returns in the office of the secretary of state. Since going to press with that portion of the volume, however, there has been discovered among the archives of this Society the official autograph schedule of the inhabitants of Brown County (the eastern half of what is now Wisconsin), made in June, 1830, by the district enumerator, Henry S. Baird, of Green Bay; this enumeration, intended for the national census of that year, was taken on printed broadside blanks furnished from Washington, and is, therefore, in better form than the unmethodical count made in 1836, merely for purposes of Territorial apportionment.

It being impracticable to reproduce these broadsides in the present volume, the same editorial treatment has been given to this Brown County enumeration for 1830, as was given to the Territorial census of 1836. The names have been copied verbatim from the rolls, but for

more ready reference have been arranged alphabetically, and classified by towns,—the original being without system, in these regards; in place of the explanatory footnotes presented in connection with the census of 1836, the correct rendering of misspelled names is given in accompanying brackets; the sum of each family is given, with the name of the "head of family;" we have omitted the age classification of each family; but data as to aliens, slaves, and free colored persons have been preserved.

Green Bay Township2—John P. Arndt, 25 (inc. 1 alien and 2 free colored persons); Gabriel Bailey, 2; Henry S.

•By act of the Territorial legislature of Michigan, approved Sept. 6, 1834, all that part of Brown County "to which the Indian title is or may be extinguished, shall be attached to and constitute a part of the township of Green Bay." The present (1895) township of Green Bay comprises but a small territory in the northeast corner of Brown County.

Baird, 8; Samuel W. Beall, 2; Clifford Belden, 1; Luke Besom, 3 (inc. 1 alien); John Bevans, 6; Augustus Bisson, 3 (inc. 1 alien); Frederic Blue, 2; Francis Bodion, 7; Louis Bopre [Beaupre], 12; Dominique Brunet, 18; Richard F. Cadle, 3; Antoine Carbonno [Carbonneau], 5; Pierre Carbonno [Carbonneau], 8; Pierre Carbonno [Carbonneau], Jr., 4; Pierre Chalifout [Chalifoux], 11 (inc. 1 blind); Charles Chapman, 1; Ebenezer Childs, 2; Increase Clafin, 13 (inc. 2 aliens); James Clarke, 6; Louis Courbielle, 5; Francois Dashua, 4 (inc. 1 alien); Francis Dashua, Sr., 1; Alexander Dejardin, 6 (inc. 1 alien); Amable Derocher, 5; William Dickinson, 11; James D. Doty, 8; Rosalie Dousman, 10;

Joseph Ducharm[e], 7; Robert M. Eberts, 1; Albert G. Ellis, 1; John B. Fauvel, 4 (inc. 3 aliens); Simeon Gammon, 6; Alexander Gardipier, 10; Bonaventure Gardipier, 1; John B. Genor, 4 (inc. 1 alien); William T. Gilbert, 2; Luther Gleason, 5; Nathan Gooddell, 6; Adeline Gorham, 7 (inc. 1 alien); Jean B. Grignon, 12; Paul and Amable Grignon, 24; Perish [Periche] Grignon, 9; JohnGunn, 4; Moses Hardwicke, 6; Edwin Hart, 1; John Hogarthy, 10 (inc. 1 alien); John Horndorf [Orendorf?], 1; Joseph Hould, 10(inc. 1 alien); Hiram Hurd, 5; John Ingram, 1; Alexander J. Irwin, 5; Robert Irwin, 4; Robert Irwin, Jr., 13; Samuel Irwin, 3; David Johnston, 1; George Johnston, 16; Joseph Jourdain, 9; Henry B. Kelso, 5; John H. Kinzie, 10 (inc. 2 aliens); Alexander Labord, 3; JeanB. Laborde, 8; IraLadd, 2; JohnLawe, 35 (inc. 9 aliens); Joseph Lemeur, 6 (inc. 1 alien); Francois Mar tan [Martin], 4; Morgan L. Martin, 2; John McCarty, 7; David McClary, 1; Charles Miller, 1 (alien); Chester Mills, 1; J. B. Moncreve [Moncrieff?], 2 (inc. 1 alien); **Elijah Murray, 1**; John Nichols, 5 (inc. 1 alien); Daniel Olds, 9; Nathaniel Perry, 4; Oliver W. Phelps, 2; Joseph Pillegore [Peligord], 7; Richard Pricket, 8 (inc. 1 alien); John T. Reed, 3; James Riley, 6 (inc. 1 alien); Elijah E. Robinson, II (inc. 2 aliens); John Roe, 1; Louis Rouse, 14 (inc. 2 aliens); Samuel Ryan, 6; Jean B. St. Vincent, 5 (inc. 1 alien); Jesse Saunders, 5; Benjamin Smith, 1; John Smith, 1; John C. Smith, 1; Ezekiel W. Solomons, 5; John B. Somvine, 11; Augustus Thibault, 5 (inc. 1 alien); Linus Thompson, 6 (inc. 1 alien); Stephen K. Walker, 3; Levi Warrington, 5; John Whistler, 1; Daniel Whitney, 16; Thomas Wickline, 1; William Wilson, 1

State Historical Society of Wisconsin

.....

World Family Tree- not a reliable source

- ID: I1454
- Name: Elijah MURRAY
- Sex: M
- Birth: 8 DEC 1795 in MARYLAND, USA
- Death: 11 JUL 1855
- Fact 1: See Note Page
- Note:

ELIJAH MURRAY WAS A SHIPBUILDER BY TRADE. HE BUILT STEAMBOATS. IN STEUBENVILLE, OHIO, HE FOUNDED A MARINE WAYS TO BUILD SHIPS THERE, THE FIRST IN STEUBENVILLE. THE 1850 CENSUS SHOWS HIS AGE TO BE 55, OCCUPATION, SHIPBUILDER, AND BIRTHPLACE AS MARYLAND. IT IS UNKNOWN HOW MANY TIMES ELIJAH WAS MARRIED OR TO WHOM, EXCEPT FOR THE CENSUS IN 1850 SHOWING HIS WIFE AS ELIZABETH WHO WAS THEN 32 YRS. OLD. SHE COULDN'T HAVE BEEN MOTHER TO ALL THESE CHILDREN BUT WAS POSSIBLY MOTHER TO SOME. FURTHER REASEARCH WILL HOPEFULLY SHOW MORE. THE 1850 CENSUS SHOWS THEM LIVING IN FULTON, HAMILTON CO. OHIO WHEN IT WAS TAKEN ON THE 29 OF JULY.

Facts about this person:

TITLE  
CAPTAIN



- 1 [Elijah MURRAY](#) b: 8 DEC 1795 d: 11 JUL 1855
  - + [Mariana BEAUGARD](#) b: WFT Est. 1792-1819 d: WFT Est. 1852-1909
  - 2 [Maria B. MURRAY](#) b: ABT. 1830 d: WFT Est. 1831-1924
  - 2 [Barbara MURRAY](#) b: ABT. 1832 d: WFT Est. 1833-1926
  - 2 [Francis Arnold MURRAY](#) b: MAY 1837 d: 27 OCT 1869
    - + [Mary Louisa HAECKER](#) b: 1846 d: 4 NOV 1892
      - 3 [David Beaugard MURRAY](#) b: 16 JUN 1861 d: 6 JUN 1913
        - + [Louise HELMICH](#) b: 26 NOV 1874 d: JUL 1957
      - 3 [Charles Johnson MURRAY](#) b: 12 DEC 1863 d: WFT Est. 1897-1954
        - + [Emma Eliza LIENEMANN](#) b: 20 DEC 1868 d: 30 OCT 1956
      - 4 [Charles Augustus MURRAY](#) b: 11 MAY 1890 d: 9 AUG 1982
      - 4 [Ada Lee MURRAY](#) b: 14 OCT 1891 d: 22 JUN 1973
        - + [Harry Carl FANTER](#) b: 9 APR 1890 d: FEB 1976
          - 5 [Mildred Amelia Ada FANTER](#) b: 6 SEP 1912 d: 25 FEB 1990
            - + [Herb Joseph KOHLER](#) b: 4 FEB 1910 d: 30 JUL 1979
              - 6 [Living KOHLER](#)
                - + [Living WENTZEL](#)
          - 5 [Homer Herman FANTER](#) b: 20 SEP 1916 d: 4 MAR 1990
            - + [Vera FONE](#) b: WFT Est. 1901-1927 d: 14 MAR 1980
              - 6 [Living FANTER](#)
                - + [Living EADES](#)
              - 6 [Living FANTER](#)
                - + [Living HARRIS](#)
          - 5 [Living FANTER](#)
            - + [Living WOHLSCHLAGER](#)
              - 6 [Living WOHLSCHLAEGER](#)
                - + [Living STEINHART](#)
              - 6 [Living WOHLSCHLAEGER](#)
          - 5 [Living FANTER](#)
            - + [Living SHEPARD](#)
              - 6 [Living SHEPARD](#)
              - 6 [Living SHEPARD](#)
                - + [Living OBER \(TRAMEL\)](#)
          - 5 [Living FANTER](#)
            - + [Living STINEHART](#)
              - 6 [Living FANTER](#)
              - 6 [Living FANTER](#)
        - 4 [Francis Arnold MURRAY](#) b: 20 APR 1894 d: 17 MAR 1974
        - 3 [May MURRAY](#) b: 1866 d: WFT Est. 1867-1960
        - 3 [Fannie MURRAY](#) b: 1869 d: WFT Est. 1870-1963
      - 2 [Lewis B. MURRAY](#) b: ABT. 1846 d: WFT Est. 1847-1936
      - 2 [George W. MURRAY](#) b: ABT. 1846 d: WFT Est. 1900-1938
        - + [Carrie ???](#) b: JAN 1860 d: WFT Est. 1901-1955
          - 3 [Gertrude MURRAY](#) b: DEC 1888 d: WFT Est. 1889-1982
          - 3 [Adele MURRAY](#) b: OCT 1889 d: WFT Est. 1890-1983
          - 3 [Ruth MURRAY](#) b: DEC 1891 d: WFT Est. 1892-1985
          - 3 [Beatrice MURRAY](#) b: JUN 1893 d: WFT Est. 1894-1987
          - 3 [Gladys MURRAY](#) b: NOV 1895 d: WFT Est. 1896-1989
          - 3 [Georgia MURRAY](#) b: Private
      - 2 [Virginia MURRAY](#) b: ABT. 1848 d: WFT Est. 1849-1942
      - 2 [Thomas B. MURRAY](#) b: 12 MAR 1850 d: WFT Est. 1851-1940
      - + [Elizabeth ???](#) b: ABT. 1818 d: WFT Est. 1846-1912

Elijah Murray had a boat yard where, for several years, he made flat boats and the hulls of steamboats to be fitted with machinery elsewhere.

In 1819, the construction of the first steamboat made in Steubenville, O. was begun and the boat was launched in the following year, being christened the "Bezaleel Wells." Phillips had made the machinery and it was pronounced a success. The boat had a single engine, side wheels, boilers in the hold and the cabin on the boiler deck. Insignificant as it would appear in the present day it developed the possibility of Steubenville becoming a great boat building town.

Several boats were built with engines made in this place. Among them the Congress, Steubenville, Robert Thompson and Aurora. The burning of Murray's boat yard in 1832 checked this industry and also that of Phillips for building marine engines. <http://www.jeffcochapter.com/HistoryOfSteubenville.html>

During the 1830s, meanwhile, the Murray boatyard changed ownership several times. On October 2, 1830, the *Western Herald and Steubenville Gazette* announced that "**Elijah Murray and Thomas Thompson** have entered into partnership . . . and will continue to carry on under the firm of Murray and Thompson."<sup>18</sup> In August of 1832, however, the dissolution of the partnership of Murray and Thompson "by mutual consent" was announced. Nevertheless the firm's ad for the boatyard remained otherwise unchanged, noting that "the boat building business will continue to be carried on by the subscriber [Elijah Murray]."<sup>19</sup> Later in 1832, the entire business was destroyed by fire. There was a Thomas Thompson serving with Peter in the war. Thompson survived. Could this be him?

<http://publications.ohiohistory.org/ohstemplate.cfm?action=detail&Page=011318.html&StartPage=18&EndPage=&volume=113&newtitle=Volume%20113%20Page%2018>

In addition to participating in the *business* end of steam boating, several persons developed interlocking family and friendship links through marriage and shared business enterprises. Early in the steamboat era, Joseph S. Batchelor married **Sarah Murray, sister of Elijah Murray** the boat builder; their union produced a long line of successful riverboat captains including Alonzo 1816, Francis, Charles W. 1823, and James W. Batchelor 1829. Also related by marriage were the O'Neal and Wintringer families, both familiar names on the Ohio River. Friendships also extended to building and naming steamboats. Captains Nathan Wintringer, John Edie and several O'Neals collaborated in building the C. W. Batchelor in honor of their friend C. W. *Batchelor*, who was rated as "a favorite river captain of the [eighteen-] fifties."<sup>20</sup>

1900 United States Federal Census

Name: Elizabeth Murray

Age: 84

Birth Date: Aug 1815

Birthplace: Virginia

Home in 1900: St Louis Ward 28, St Louis (Independent City), Missouri[St. Louis, St. Louis, Missouri]

Race: White

Gender: Female

Relation to Head of House: Mother-in-Law

Marital Status: Widowed

Father's Birthplace: Virginia

Mother's Birthplace: Virginia

Mother: number of living children: 6

Mother: How many children: 6

Occupation: View on Image

Household Members: Name Age

Edwin Gloor 50

Ruth M Gloor 47

Leonidas M Gloor 26

Estelle Gloor 16

Virginia Gloor 9

Verena Gloor 7

Elizabeth Murray 84

Emma Hessel 24

[illegible]

In 1900 Elizabeth was living with her daughter, Ruth, and family. She died the next year. I had this census saved but didn't realize the connection to Ruth until I saw it in another family tree at ancestry.



#1591 Elizabeth Murray Bellafontaine Cemetery. City of St. Louis

| No.  | DATE OF BURIAL | NAME             | AGE AT DEATH |          | SEX | PLACE OF BIRTH |
|------|----------------|------------------|--------------|----------|-----|----------------|
|      |                |                  | at death     | at birth |     |                |
| 1591 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1592 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1593 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1594 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1595 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1596 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1597 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1598 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1599 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1600 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1601 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1602 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1603 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1604 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |

| No.  | DATE OF BURIAL | NAME             | AGE AT DEATH |          | SEX | PLACE OF BIRTH |
|------|----------------|------------------|--------------|----------|-----|----------------|
|      |                |                  | at death     | at birth |     |                |
| 1605 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1606 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1607 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1608 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1609 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1610 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1611 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1612 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1613 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1614 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1615 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1616 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1617 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1618 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1619 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |
| 1620 | 1876           | Elizabeth Murray | 70           | 70       | F   | England        |

PHYSICIANS ARE REMINDED OF THE IMPORTANCE OF MAKING OUT THESE CERTIFICATES WITH ACCURACY. THEY ARE THE BASIS OF MORTUARY STATISTICS OF THE CITY. IF NOT PROPERLY FILLED IN THEY WILL NOT BE ACCEPTED OR SIGNED.

City of St. Louis

No. of Burial Permit. **1591**

## Health Department.

### CERTIFICATE OF DEATH.

This Certificate Must Be Fully and Accurately Filled Out in Ink as Provided by Section 202, Revised Ordinance, 1908.

Name of Deceased **Elizabeth Murray**

Color: **WHITE.** (Negro or mixed.) Sex: **MALE.** Conjugal Condition: **WIDOWED.**

NOTE--Strike out words not applicable.

Date of Death: Year **1901** Month **Feb** Day **23d** Of Birth: Year \_\_\_\_\_ Month \_\_\_\_\_ Day \_\_\_\_\_ Age: Years **85** Months \_\_\_\_\_ Days \_\_\_\_\_

Occupation \_\_\_\_\_ (Return occupation for all persons 10 years of age and over.)

Place of Birth **Virginia** Birthplace of Father **Don't know** Birthplace of Mother **" "** STATE OR COUNTRY \_\_\_\_\_

Disease or Cause of Death: CHIEF CAUSE **meningitis** CONTRIBUTING CAUSE **desire liberty** PERMITS: **Yes**

(In filling the above the Physicians are earnestly requested to conform strictly to the Instructions printed on the back hereof.)

PLACE WHERE DISEASE WAS CONTRACTED, if other than place of death

Place of Death, No **4424 Forest Park** STREET **6** SANITARY DISTRICT \_\_\_\_\_

If death occurred in an institution, give the name of same \_\_\_\_\_

Length of Time deceased was an inmate \_\_\_\_\_

And previous residence \_\_\_\_\_

Late Residence \_\_\_\_\_

LENGTH OF RESIDENCE, (in city or town) \_\_\_\_\_

I CERTIFY that I have attended the person above named in \_\_\_\_\_ last illness, who died of the disease stated, on the date above named.

Address **4424 Forest Park** Telephone No **21165** M. D. \_\_\_\_\_

**BURIAL PERMIT.**

OFFICE OF HEALTH DEPARTMENT, St. Louis, **Feb 5** 1901

I CERTIFY that I have examined the above Certificate and find it to accord with the requirements of the Charter and Ordinances of the City of St. Louis; and, therefore, permission is hereby given to inter the body of the person therein named in **Bellefontaine** Cemetery.

Health Commissioner. \_\_\_\_\_

Clerk Health Commissioner. \_\_\_\_\_

I CERTIFY that the intended place of burial for the body of the above named person is \_\_\_\_\_ Cemetery. **Hagonet Undertaking Co** Undertaker.

Persons receiving Burial Certificate without the signature of the Commissioner or his Clerk will subject themselves to a fine, as provided by Revised Ordinance, 1908.

Missouri Death Records, 1834-1910

Name: Elizabeth Murray

Death Date: 23 Feb 1901

Birth Date: 1815

County: St Louis

Death Location: St Louis

Race/Ethnicity: White

Age: 86

Gender: F (Female)

Source Information: Ancestry.com. Missouri Death Records, 1834-1910 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2008. Original data: Missouri Death Records. Jefferson City, MO, USA: Missouri State Archives. Microfilm. Description: This database contains death registers from Missouri covering the years 1834 to 1910. Information contained in this database includes the following: name of deceased, gender, race, birth date or age at time of death, death date and place, parent's names and spouse's name.

| SCHEDULE                          |                          | the whole number of Persons within the Division allotted to |          |          |          |          |          |          |          |          |          |           |          |                          |          |          |          |          |          |          |          |          |          |          |           |          |  |  |
|-----------------------------------|--------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|--------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|--|--|
|                                   |                          | FREE WHITE PERSONS, (INCLUDING HEADS OF FAMILIES.)          |          |          |          |          |          |          |          |          |          |           |          |                          |          |          |          |          |          |          |          |          |          |          |           |          |  |  |
| NAMES<br>or<br>HEADS OF FAMILIES. | MALES.                   |   |          |          |          |          |          |          |          |          |          |           |          |                          | FEMALES. |          |          |          |          |          |          |          |          |          |           |          |  |  |
|                                   | Under five years of age. | 5 to 10   | 10 to 15 | 15 to 20 | 20 to 30 | 30 to 40 | 40 to 50 | 50 to 60 | 60 to 70 | 70 to 80 | 80 to 90 | 90 to 100 | 100, &c. | Under five years of age. | 5 to 10  | 10 to 15 | 15 to 20 | 20 to 30 | 30 to 40 | 40 to 50 | 50 to 60 | 60 to 70 | 70 to 80 | 80 to 90 | 90 to 100 | 100, &c. |  |  |
| Martha Bacha.                     | 12                       | 10  | 12       | 4        | 11       | 6        | 4        | 3        | 2        | 1        |          |           |          | 10                       | 9        | 5        | 9        | 5        | 8        | 3        | 2        | 3        |          |          |           |          |  |  |
| John Niel                         |                          | 1   |          | 2        | 2        | 2        |          | 1        |          |          |          |           |          |                          |          | 1        |          |          |          | 1        |          |          |          |          |           |          |  |  |
| Leah Munro                        |                          | 1   | 1        |          |          |          |          |          |          |          |          |           |          | 1                        | 2        | 1        |          |          | 1        |          |          |          |          |          |           |          |  |  |
| Mary Thompson                     |                          |   |          |          |          |          |          |          |          |          |          |           |          | 1                        |          |          |          |          | 1        |          |          |          |          |          |           |          |  |  |
| Joseph Brosgard                   |                          |   |          | 1        |          |          |          | 1        |          |          |          |           |          |                          |          |          | 1        |          |          | 1        |          |          |          |          |           |          |  |  |
| Thomas Wood.                      |                          |   |          |          | 1        | 1        |          |          |          |          |          |           |          |                          |          |          | 1        | 2        | 1        |          |          |          |          |          |           |          |  |  |
| Robt. Richards                    |                          |   |          |          |          |          |          |          |          |          |          |           |          | 1                        |          |          |          |          |          | 1        |          |          |          |          |           |          |  |  |
| David Richards                    | 1                        |   |          |          |          | 1        |          |          |          |          |          |           |          |                          |          |          | 1        |          |          | 1        |          |          |          |          |           |          |  |  |
| James Cumming.                    |                          |   | 1        |          |          |          |          |          |          |          |          |           |          |                          |          |          |          | 1        | 1        |          | 1        |          |          |          |           |          |  |  |
| John Cumming                      |                          |   |          |          |          | 1        |          |          |          |          |          |           |          | 2                        |          |          |          | 1        |          |          | 1        |          |          |          |           |          |  |  |
| Nancy Munro                       |                          |   |          |          |          |          |          |          |          |          |          |           |          |                          |          |          |          |          |          |          | 1        |          |          |          |           |          |  |  |
| John Mitchell                     |                          |   |          |          |          | +        | 1        |          |          |          |          |           |          |                          |          |          | 1        |          |          |          |          |          |          |          |           |          |  |  |
| John Wattell                      |                          |   |          |          |          |          | 1        |          |          |          |          |           |          |                          |          | 1        |          |          | 1        |          |          |          |          |          |           |          |  |  |
| Wm. R. Page                       |                          | 1   |          |          |          |          | 1        |          |          |          |          |           |          | 1                        |          |          |          |          |          |          |          |          |          |          |           |          |  |  |
| Wm. Cumming                       |                          |   |          | 1        | 1        | 1        |          | 1        |          |          |          |           |          |                          |          |          | 1        |          |          | 1        |          |          |          |          |           |          |  |  |
| J. H. Leavitt                     | 1                        | 1   |          |          |          | 1        |          |          |          |          |          |           |          |                          | 1        | 1        |          |          | 1        |          |          |          |          |          |           |          |  |  |
| Oliver L. Lippin                  |                          |   | 2        | 1        | 1        |          |          |          | 1        |          |          |           |          |                          |          |          |          | 1        |          | 2        |          |          |          |          |           |          |  |  |
| Charles C. Butler                 |                          |   |          |          | 1        | 1        | 1        |          |          |          |          |           |          |                          |          |          | 1        |          |          |          |          |          |          |          |           |          |  |  |
| Joseph Lippin                     | 1                        | 2   | 1        | 1        |          |          |          | 1        |          |          |          |           |          | 1                        |          |          |          | 2        | 1        |          | 1        |          |          |          |           |          |  |  |
| John L. Lippin                    |                          |   | 1        |          |          | 1        | 1        |          |          |          |          |           |          | 1                        |          |          |          |          | 2        |          |          |          |          |          |           |          |  |  |
| John L. Lippin                    |                          |   |          |          |          |          |          | +        | 1        |          |          |           |          |                          |          |          |          | 2        |          |          | 1        |          |          |          |           |          |  |  |
| Elizabeth Lippin                  |                          |   | 1        | 1        |          |          |          |          |          |          |          |           |          | 1                        |          |          |          |          | 1        |          |          |          |          |          |           |          |  |  |
| John Lippin                       |                          |   |          |          |          |          |          | 1        |          |          |          |           |          |                          |          |          |          |          |          |          |          |          |          |          |           |          |  |  |

1830 United States Federal Census  
Name: Elisah Murray  
[Elijah Murray]  
Home in 1830 (City, County, State): Steubenville, Jefferson, Ohio  
Free White Persons - Males - Under 5: 1  
Free White Persons - Males - 5 thru 9: 1  
Free White Persons - Males - 10 thru 14: 0  
Free White Persons - Males - 15 thru 19: 0  
Free White Persons - Males - 20 thru 24: 0  
Free White Persons - Males - 25 thru 29: 0  
Free White Persons - Males - 30 thru 34: 0  
Free White Persons - Males - 35 thru 39: 0  
Free White Persons - Males - 40 thru 44: 0  
Free White Persons - Males - 45 thru 49: 0  
Free White Persons - Males - 50 and over: 0  
Free White Persons - Females - Under 5: 1  
Free White Persons - Females - 5 thru 9: 2  
Free White Persons - Females - 10 thru 14: 1  
Free White Persons - Females - 15 thru 19: 0  
Free White Persons - Females - 20 thru 24: 0  
Free White Persons - Females - 25 thru 29: 0  
Free White Persons - Females - 30 thru 34: 0  
Free White Persons - Females - 35 thru 39: 1  
Free White Persons - Females - 40 thru 44: 0  
Free White Persons - Females - 45 thru 49: 0  
Free White Persons - Females - 50 and over: 0  
Total Free White Persons: 8

Source Citation: 1830 U S Census: Steubenville, Jefferson, Ohio, Page: 3; NARA Roll: M19-134; Family History Film: 0337945.  
Source Information: Ancestry.com. 1830 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2010

The 1830 census is the right place for Elijah but the wrong number of children. But in those days he might have had other family living with him. It looks like two adults – he and Marianna?

.....

He ( C.W. Batchelor) then built a two-story frame house in front of the one mentioned. In this humble home, in those days, considered a very good one, he brought SARAH MURRAY (sister of Elijah), daughter of NICHOLAS and TEMPERANCE MURRAY, as his wife. Here they lived, and here all the children were born, namely:

EDWIN M. BATCHELOR, born April 28th, 1813; died May 12th, 1878.

ELIZA BATCHELOR, born January 30th, 1815; died February 11th, 1815.

ALONZO S. BATCHELOR, born September 1st, 1816.

(pg. 29)

FRANCIS Y. BATCHELOR, born November 16th, 1818; died Sept. 7th, 1876.

LEONORA N. BATCHELOR, born January 9th, 1821.

CHARLES W. BATCHELOR, born September 2d, 1823.

JOSEPH A. BATCHELOR, born Oct. 23d, 1825; died Oct. 1st. 1843.

JAMES W. BATCHELOR, born Nov. 18th, 1827; died Feb. 25th, 1829.

STANTON J. BATCHELOR, born Dec. 24th, 1831; died Feb. 17th, 1879.

MARY E. BATCHELOR, born October 1st, 1835.

When father and mother were married, GRANDFATHER MURRAY lived on a farm in Virginia, just back of Freeman's Landing, ten miles above Steubenville.

<http://genforum.genealogy.com/murray/messages/8476.html>

## NOTES

### The River

by Ralph Conley

Wheeling's boat building industry began in 1815 and is still in progress with Jack Yates now putting the final touches to his latest Wheeling-built diesel towboat. But to compile an orderly history of boat building in Wheeling would be a monumental task because of several things. Arthur M. Phillips moved to Wheeling and opened a boat works in Norrth Wheeling in 1832, but he had begun building steamboat machinery at Steubenville in 1815. Elijah Murray opened a boatyard at Steubenville in 1818 and came to Wheeling about 1833. Phillips built the machinery but Murray built the hulls. In 1836, the combined talents of the two produced the A. M. Phillips. They built several boats but ran into financial trouble in 1843 and sold the works to Phillips' sons and Hans W. Seestabl. The firm was doing good business in 1845 when Anthony Dunlevy arrived to build hulls. The firm of Phillips and Dunlevy was as well known as any of our present day concerns. In 1852 the firm became the property of H. W. Phillips. In 1874 this plant was taken over by Wilson and Sons who operated it until 1888 but no boats were built there after 1880. It was sold in 1890 and the site converted into a railroad yard which still stands today. Sweeney, another famous name in steamboat machinery, was located in Wheeling but prior to 1882 built only machinery. They began building complete boats in 1882. The firm built many famous boats but some of them were built at Freedom, Pa. and some at Belle Vernon, Pa. Sweeney operated in a much more modern era than did Dunlevy and Phillips but both firms were well known. It wouldn't surprise us to learn that there is some Sweeney machinery still in operation somewhere



because it was of that quality. The *Wheeling Intelligencer*, Dec. 20, 1960. © **Ogden Newspapers; reproduced with permission.**

Arthur M. Phillips, one of the first steam engine builders in the West, immigrated from Carlisle, Pa., to Steubenville, Ohio, in 1807. He was a blacksmith by trade, and soon after his arrival there located on the site where Means & Bro.'s foundry and machine shop is now conducted. Here he ran a foundry and blacksmith shop between 1815 and 1820, turning out marine and land engines, mill work, &c., also hollow ware and grates. He at first used horse-power for turning, boring and the conduct of other departments of his business. The machinery, boilers, &c. for the steamers "Bezaleel Wells", "Congress", "Mechanic", "Steubenville" and many others were built at his works, and were among the first steamboats to navigate the Ohio and Mississippi rivers. Steamers, in those days, were small -- averaging from 60 to 90 feet keel ; 14 to 16 feet beam; 3 to 4 feet open hold; single engines; side wheels, boilers placed in the hold, and cabin on the first floor. About this time Elijah Murry, an excellent carpenter, also opened a boat yard at Steubenville, in which he built the hulls, cabins, &c., the machinery and boilers being also put in there. Marine steam engines were also shipped from there and put up at Wheeling, Marietta, Portsmouth and Cincinnati.

A. M. Phillips was however, induced by Messrs. McLure, Shriver, List and others, to remove to Wheeling, where he established a works in the north part of the city during the summer of 1832. Nor was he alone, for Elijah Murry and one Thompson, another skilled carpenter, also from Steubenville, further established in Wheeling, a boat yard. It was now that a number of the finest steamers on the river were built here, noticeably the "A. M. Phillips", in the year 1836. She proved to be one of the fastest steamers on the Ohio, making the trip from Pittsburgh to Wheeling in four hours.

<http://arthurphillips.wikispaces.com/>

### **Steamboats Built at the Flesher Boatyard, Murraysville, WV**

We know that over 150 steamboats were built at the boatyard at Murraysville, WV, owned by A. J. Flesher and Robert W. Skillinger. This boatyard was established in 1838 by Elijah Murray. In 1840 Murray sold his interest in the facility to Robert W. Skillinger and John Roberts. In 1847 William Henry Hicks bought out Mr. Roberts. About 1853 William Hicks retired and sold his shares to J. F. Scott and A. C. Tidd. Mr. Tidd withdrew from the firm in 1855. In 1858 William Hicks bought the Scott interest for his son, Milton Hicks. In 1959 this interest was sold to R. H. Sherman. In 1863 Andrew Jackson Flesher bought the Sherman shares and worked with R. W. Skillinger as partners in the operation until it closed. The following is a partial list of boats that were built at Murraysville. The last boat built at the Flesher boatyard was built in 1890. After that A. J. Flesher moved to Ohio and for a while ran the Barrett boatyard in Levanna, Ohio. Shortly before his death he bought the Ripley Ferry. The information in this list comes primarily from *Way's Packet Directory*, compiled by Frederick Way, Jr., *Way's Steam Towboat Directory* and from various issues of *S & D Reflector* Magazine, a quarterly publication of the Sons and Daughters of Pioneer Rivermen <http://www.krepps.net/steamboatsbuiltatMurraysville.htm>

<http://www.riverboatdaves.com/wheeling/4.html>

### **14<sup>th</sup> President Franklin Pierce (1853-1857)**

## Steubenville, Ohio, and the Nineteenth-Century Steamboat Trade

Jerry E. Green

<http://publications.ohiohistory.org/ohstemplate.cfm?action=detail&Page=011318.html&StartPage=18&EndPage=&volume=113&newtitle=Volume%20113%20Page%2018>

During the 1800s, the smaller towns in eastern Ohio, western Pennsylvania and western Virginia (now West Virginia) contributed to the growing importance of a riverboat economy. While often overshadowed by larger cities such as Pittsburgh and Cincinnati, these smaller towns played important roles in supplying men and machinery to further the success of riverboat commerce on the Ohio, Mississippi, and Missouri rivers. One of these smaller communities was Steubenville, Ohio.

City participation in the steamboat trade began with the construction of the *Bazaleel Wells* in 1819-20. While the construction of steamboats assured a role for Steubenville in the steamboat trade, the city also sent a number of men to the river as captains who would gain considerable fame and importance on the Ohio, Mississippi, and Missouri rivers.

That the city of Steubenville attracted craftsmen and entrepreneurs who became involved in the river trade is not surprising. In 1830, with a population of 2,937, Steubenville ranked eighty-fifth among the top ninety urban places in the United States. Only two other Ohio River cities, Pittsburgh and Cincinnati, ranked in that group. In 1840, with an estimated population of 4,247, Steubenville ranked ninety-ninth in size of the top one hundred U.S. cities. By 1840, two other Ohio River communities, Louisville and Wheeling, had joined the top one hundred.<sup>1</sup> From the 1820s through the 1840s, it seems likely that, as a prominent Ohio River city, Steubenville would have been both an origin and a destination for those interested in the developing riverboat trade.

### Steubenville's Early Boat Building

In 1884, the U.S. Census Office published a volume containing several reports on the nation's economic activities. One of these, by Henry Hall, entitled *Ship-Building Industry in the United States*, was an extensive survey begun in 1880. The report covered fishing vessels, merchant sailing vessels, shipbuilding on ocean coasts, steam vessels, iron vessels, canal boats, U.S. Navy yards, shipbuilding timber, and statistics on shipbuilding.

The section on steam vessels noted that population growth in the West had been rapid, and that for more than fifty years (since 1820) "steamboat building flourished in the west."<sup>2</sup> Western boatyards, it went on, were scattered principally along the Monongahela and Ohio rivers. In a list of active works, Steubenville was mentioned: "At Steubenville, Ohio, there is a small yard where much work is done in busy years."<sup>3</sup>

William Mabry, writing in the next century of Ohio's industrial beginnings, noted, "Other towns on the Ohio River, notably Cincinnati and Steubenville, shared with Marietta the boat building and ship building industry."<sup>4</sup> In the same vein, J. Doyle's *Twentieth Century History of Steubenville and Jefferson County* reported that "steamboat building now [1819] became a leading industry in which Jefferson County, especially Steubenville, took an active part."<sup>5</sup> Steubenville's reputation for boat building was apparently known more than locally, for an 1819 publication at Louisville noted that in Steubenville one boat of ninety tons was being built.<sup>6</sup>

Steamboat building, in fact, was widespread throughout the Ohio Valley. Using William Lytle's historical survey as a reference for the time period 1807 to 1868, it is apparent that outside of the major cities Pittsburgh and Cincinnati, boat building was in full bloom (Table 1).

Table 1  
Riverboat Construction at Selected Cities

CITY RIVERBOATS CONSTRUCTED  
1807-1868

|              |     |
|--------------|-----|
| Wheeling     | 146 |
| Wellsville   | 44  |
| Marietta     | 42  |
| Steubenville | 17  |
| Portsmouth   | 16  |
| Gallipolis   | 10  |
| Ironton      | 9   |

Compiled by the author from William M. Lytle, *Merchant Steam Vessels of the United States, 1807-1868* (Mystic, Conn., 1952).

While most of these sources did not mention by name a specific boatyard for Steubenville, in all likelihood it was that of Elijah Murray. Murray's yard was located between Washington and North streets (Figure 1), which in 1819 would have been north of the central business district centered near the Ohio River and Market Street.

## The Murray Boatyard

In 1819 Elijah Murray established a boatyard which produced a line of vessels, beginning with the *Bazaleel Wells* in 1819-1820. This vessel was actually a joint venture: Murray's yard built the hull and cabins, and the Arthur M. Phillips firm built the boiler and engine. Phillips had migrated from Carlisle, Pennsylvania, to Steubenville in 1807 and early on had established himself as a blacksmith and mechanic. His shops were located where the

Means Foundry would later be located, which placed it about one block north of Murray's boatyard. His enterprise included a foundry and machine shop with the tools for boring and turning, which enabled him to turn to steamboat equipment. In addition to the *Bazaleel Wells*, Phillips went on to supply machinery for the *Congress*, *Thompson*, *Steubenville*, and *Aurora*, all built at Steubenville, and ships constructed at other places such as Wheeling.<sup>8</sup>

While little seems known about the background of Arthur Phillips, he must have had both skill and good equipment. As Louis C. Hunter has pointed out, to develop steam engines required skilled abilities in iron working technology.<sup>9</sup> Boring to close tolerances, more balanced casting of moving parts, and more precise machining to produce a reliable engine were necessary to build a steamboat. Also, Steubenville, only thirty-eight miles by land and seventy-three miles by river from Pittsburgh, was fortunate in its location. The upper Ohio Valley, especially the area around Pittsburgh, was an early center of the iron and steel industry and provided a convenient environment in which to develop and produce riverboat machinery. Indeed, the manufacture of the *Bazaleel Wells* represents this convenience: "Her cylinder was taken from a Steubenville flour mill and the boiler built at Pittsburgh."<sup>10</sup>

Elijah Murray's first vessel, the *Wells*, had an interesting beginning that was reported in the *Olden Time Monthly* in August 1847 and re-reported in J. A. Caldwell's 1880 *History of Belmont and Jefferson Counties, Ohio*. The writer (a passenger who is not identified) noted that "as the builders were altogether unacquainted with the principles and construction of steamboat machinery, it was not to be expected that the work would be very perfect."<sup>11</sup> "Perfect" hardly describes the result. Bound for Pittsburgh on her first venture upstream in 1820, the *Wells's* force pump, necessary for keeping the boiler full, failed. Even after repair, the passengers had to heave the boat along. After the second day they had made less than four miles, and by the end of the third day, the author notes, they could still hear the Steubenville town bell ringing for dinner. The *Wells* finally returned to Steubenville for repairs, and after a week continued its journey.

The unknown author continued his comments by noting that after some twenty miles, the force pump was again broken to the point that it could not be repaired. Faced with near mortification if they had to return again, the party agreed (not unanimously) that the men on board would fill buckets from the river and, using a funnel, keep the boiler full. On the evening of the third day, with its boiler operating, the *Wells* then ran out of fuel. As coal was miles away, fence poles were cut up as substitute fuel. However, when these were burned they did not produce the power needed. After a general uproar in which the captain blamed the helmsman for the problems and the pilot threatened to leave the boat, the problems generally appear to have been resolved by sending for a wagonload of coal from the nearest coal bank. The horsedrawn wagonload of coal was brought to the boat but was scattered "over a ten acre cornfield" when someone released "a puff of steam . . . from the safety valve which frightened the horses."<sup>12</sup> Eventually, the passengers gathered up the coal, used it with the fence poles for fuel and the vessel reached Pittsburgh.



The *Wells's* early years were marked by other unfortunate experiences. Her stacks, originally built of brick by Steubenville builder and contractor Ambrose Shaw, had on one occasion, upon impact with the shore, come tumbling down<sup>13</sup> (Figure 2). When the vessel eventually reached Pittsburgh at the conclusion of the trip noted above, the brick chimney was replaced by a metal one. At a somewhat later date (February 15, 1820) the *Wells's* chimney figured in the news again as a fierce storm's wind "lifted her chimney out and hurled it into the river."<sup>14</sup> This was presumably the metal one installed at Pittsburgh.

## The Developmental Years

The early problems associated with the Wells did not seem to have had an adverse impact on Murray's boatyard. The July 4, 1829, issue of the *Western Herald and Steubenville Gazette* carried an advertisement that notified the readers that "steamboats, keel, flat, and all other kinds of boats built at short notice and on reasonable terms at the boatyard of the builders."

Boats, the advertisement went on, would be built of any wood desired, but that locust or oak frames were considered best for steamboats. The notice, entered by Elijah Murray, Thomas Thompson, and William Murray, mentioned materials commonly used in boat building.<sup>15</sup> White oak, along with white pine for decking, cabins, masts, and spars, were commonly used woods. (another mystery, later in Ch. 10 a William Murray shows up again. Is it this William Murray?)

With the successful introduction of steamboat construction in the city came other steamboat-related businesses. Also appearing in the same issue of the *Western Herald and Steubenville Gazette* was a notice that Alexander Devinny "manufactures steam engines of all descriptions for steamboats." After providing some background regarding the firm, the advertisement concluded: "As his shop is immediately on the river bank, he will be prepared at all times to repair steam boat ENGINES at the shortest notice and in the best manner."<sup>16</sup> Arthur Phillips also used the same newspaper to announce his return from Wheeling "to his old establishment," where he would produce "all kinds of machinery such as . . . steam engines."<sup>17</sup> By the late 1820s, therefore, the Steubenville waterfront was an active area, containing within its environs facilities for steamboat construction and engine repairs, as well as engine foundries.

Steamboats had to be piloted, and thus came the steamboat captain. Through these early years of the nineteenth century the rank of captain included Elijah Murray, Peter Dohrman, George Dohrman, and M. E. Lucas. While some of these men were experienced enough to move onto the river early in the steamboat era, others emerged with the growth of the Murray boatyard. The Batchelor family contributed several notable rivermen. Alonzo Batchelor was born in 1816, Charles W. Batchelor in 1823, and James W. Batchelor in 1829. Growing up during the time of Steubenville's expanding role in the river trade, each would assume the position of captain on a number of riverboats.

During the 1830s, meanwhile, the Murray boatyard changed ownership several times. On October 2, 1830, the *Western Herald and Steubenville Gazette* announced that "Elijah Murray and Thomas Thompson have entered into partnership . . . and will continue to carry on under the firm of Murray and Thompson."<sup>18</sup> In August of 1832, however, the dissolution of the partnership of Murray and Thompson "by mutual consent" was announced. Nevertheless the firm's ad for the boatyard remained otherwise unchanged, noting that "the boat building business will continue to be carried on by the subscriber [Elijah Murray]."<sup>19</sup> Later in 1832, the entire business was destroyed by fire.

In the meantime, several Steubenville citizens were taking their place on the river. In 1835, Charles W. Batchelor, then twelve years old, became cabin boy with Captain Lucas of Steubenville aboard the *U.S. Mail* on the Steubenville-Wheeling-Wellsville run. Also coming of age were several members of the O'Neal family of Steubenville: Abner, George and James, each of whom would play an important role in riverboat development.

In addition to participating in the *business* end of steamboating, several persons developed interlocking family and friendship links through marriage and shared business enterprises. Early in the steamboat era, Joseph S. Batchelor married Sarah Murray, sister of Elijah Murray the boat builder; their union produced a long line of successful riverboat captains including Alonzo, Francis, Charles, and James Batchelor. Also related by marriage were the O'Neal and Wintringer families, both familiar names on the Ohio River. Friendships also extended to building and naming steamboats. Captains Nathan Wintringer, John Edie and several O'Neals collaborated in building the C. W. Batchelor in honor of their friend *C. W. Batchelor*, who was rated as "a favorite river captain of the [eighteen-] fifties."<sup>20</sup>

### Steubenville Boats in Use

The 1832 Murray fire apparently did not deter riverboat manufacturing in Steubenville, as the production of riverboats over the years continued at a regular pace. A total of seventeen vessels were produced from 1820 to 1861, beginning with the *Bazaleel Wells* in 1820 and ending with the *Union* in 1861. Eleven of these boats were manufactured during the 1830s (Table 2). All of these vessels were side-wheelers. Their quality of construction seems to have been such that they survived well within their anticipated life spans. While about five years was the average life span of the early riverboats, Steubenville boats averaged a little more than six years, with the *Bazaleel Wells*'s tenure being shortest at two years and the *Anna Calhoun* and *Superior* the longest at ten years. All had moderate tonnages, a matter of necessity because of their construction. "The accepted style of those early steamboats was sixty to ninety-foot keel, fourteen to sixteen-foot beam, three to four-foot open hold in which the boilers were placed, side-wheeler with a single engine and cabin on the first floor."<sup>21</sup>

The *Robert Thompson*, also constructed in Steubenville, was like the *Wells* in that its construction was a joint effort: she had a hull of sixty-five feet in length, a beam of

eleven feet, with a three-foot hold. The hull was built at Wellsville, Ohio, at the boatyard of Robert Skillinger, who had opened his yard in 1815.<sup>22</sup> After construction, the hull was then floated to Steubenville where it was fitted out with cabin and machinery. The *Robert Thompson* was also credited with having the first double-flue boiler on the river.<sup>23</sup>

Historian J. Doyle felt that the *Robert Thompson* was the first vessel to enter the Arkansas River.<sup>24</sup> This has been disputed by Louis C. Hunter who noted that "the first steamboat to *ascend* the Arkansas River was the second *Comet* (154 tons, built 1817), which, in 1820, succeeded in reaching Arkansas Post, fifty miles above the mouth."<sup>25</sup> Perhaps the distinction is between "enter" and "ascend." While this controversy may be difficult to resolve, Doyle goes on to recount that the *Thompson* left Steubenville in February 1822 "for the purpose of transporting 300 tons of army stores to Fort Smith, Ark." "She was the first boat above Little Rock, made four trips from Montgomery Point to Fort Smith, and left Little Rock, July 4, on her last downward trip."<sup>26</sup> Doyle also credits the Murray boatyard with contributing the *U.S. Mail*, built about 1830 and commanded by Captain Peter A. Dohrman of Steubenville, and the *Phaeton*, built at Steubenville in the late 1800s.<sup>27</sup>

## The Middle Years

A major shift in Steubenville's relationship to steamboating is evident in the records of the 1840s; no steamboat construction is attributed to Steubenville throughout that decade. One reason for this lack of riverboat production may have been Elijah Murray's departure from Steubenville in 1838 to open a new boatyard.<sup>28</sup>

Murray arrived at a place that would eventually be named after him, the town of Murraysville, Virginia (now West Virginia), where he would establish his boatyard in 1838. Murray managed the boatyard "until about 1840 at which time he sold his interest in the facility to Robert W. Skillinger and John Roberts." Murray then moved to Paducah where he died.<sup>29</sup> As noted earlier, Robert Skillinger was a boat builder from Wellsville, Ohio, who had worked with Murray on at least one other riverboat, the *Robert Thompson*.

While the Steubenville boatyard may have ceased being productive, during the 1840s individuals and facilities assumed important roles in Steubenville's contribution to steamboating. Two more captains, Alex Norton and M. E. Lucas, became prominent in the trade. Captain Norton commanded the *Western World*, which was built for him at Elizabethtown, Pennsylvania, in 1848. She ran the Pittsburgh-New Orleans route. Meanwhile, Captain M. E. Lucas took out the *Mary Stephens* in 1847 following her completion at Wheeling. In 1848, he took over the *Zachary Taylor*, which he also owned, and piloted her on the Pittsburgh-Wheeling run.<sup>30</sup>

Steubenville also saw the establishment of a wharfboat in 1841-1842. Wharfboats, which were introduced around 1840 but did not become common until after the Civil War,<sup>31</sup> were vessels that were moored at the wharf to serve as transfer points for both passengers and freight arriving and departing at a landing. They may have had a waiting room for passengers. In this context, Steubenville was an early adopter of their use. The wharfboat

was established by Captain Whittaker O'Neal, with Alex Doyle as one of its early officers.<sup>32</sup>

Once established, a series of wharfboats continued to serve the city for nearly one hundred years. Receipts and orders at the Jefferson County Historical Association and the Inland Rivers Library of the Public Library of Cincinnati and Hamilton County indicate an active trade through the wharfboat. In 1856, David Myers was listed as wharfmaster in the Steubenville directory.<sup>33</sup> The *Ohio Press* for Friday, September 5, 1879, carried a brief article regarding Charles Staples as architect for a new wharfboat being constructed at the Washington Street Landing.<sup>34</sup> In that same year, the wharfmaster was Captain George O'Neal.<sup>35</sup> In 1893, a new wharfboat would be built at Brownsville, Pennsylvania, and brought to Steubenville. The new manager was to be Captain Logan Noll who had formerly had an interest in the Steubenville-East Liverpool packet *Olivette*.<sup>36</sup>

The 1850s were, along with the 1840s, low decades for riverboat construction in Steubenville. Only the *Panhandle*, built in 1854, was constructed during the period. A growing number of captains from Steubenville continued to play an active role on the rivers, however. While the O'Neal and Batchelor families mentioned earlier appear to have made up a considerable part of the Steubenville contribution to steamboating during the middle 1800s, there were at least twenty-three persons from Steubenville identified as captains on Ohio River vessels (Table 3).

Table 3  
Riverboat Captains from Steubenville, Ohio

CAPTAIN BOAT(S) ON WHICH SERVED

|                       |  |
|-----------------------|--|
| Batchelor, Alonzo F.  | Carrie Jacobs                                      |
| Batchelor, C. W.      | Hibernia #2, Allegheny, Allegheny Bell #3          |
| Batchelor, F. Y.      | Darling  |
| Batchelor, J. W.      | W.I. Maclay  |
| Devenny, John S.      | Silver Lake #2, Arctic, Utah, Post Boy             |
| Devenny, H. H.        | North Carolina, Nora                               |
| Dohrman, George A.    | Robert Thompson                                    |
| Dohrman, Peter A.     | U.S. Mail  |
| Doyle, Basil W.       | Eclipse, Forest City                               |
| Edie, John A.         | Forest City, later named Abner O'Neal              |
| Lucas, M. E.          | U.S. Mail, Mary Stephens, Zachary Taylor, Post Boy |
| McDonald, Thomas J.   | Junietta #2  |
| Murray, Elijah        | Bazaleel Wells                                     |
| Norton, Alex          | Western World                                      |
| O'Neal, Abner         | Veroca, Syllas Wright, James Mean                  |
| O'Neal, George E.     | Abner O'Neal, Silver Wave, T. M. Bayne             |
| O'Neal, James         | James Howard                                       |
| Reynolds, Henry K.    | Arctic   |
| Scull, Spence F.      | unknown  |
| Sheperd, A. S.        | South America                                      |
| Shouse, John Citizen, | Clipper #2   |
| Stewart, William      | unknown  |
| Wintringer, Nate      | Eclipse  |



Compiled by the author from Frederic Way Jr., *Way's Packet Directory 1848-1994* (Athens, Ohio, 1994); J. A. Caldwell, *History of Belmont and Jefferson Counties, Ohio* (Wheeling, 1880); *Waterways Journal*, May 2, 1896, p. 10, and April 23, 1898, p. 5, and July 11, 1896, p. 5-6; 1850 *City Directory* (Steubenville); J. Doyle, *Twentieth Century History of Steubenville and Jefferson County, Ohio* (Chicago, 1910); *Pictorial History of Jefferson and Harrison Counties* (Steubenville, 1994).

## Civil War Era

The onset of the Civil War initiated a depression throughout the riverboat industry. The Union blockade at Cairo, Illinois, followed by the Confederate blockade at Vicksburg, Mississippi, effectively severed long-established north-south trade patterns. Idle vessels languished at their wharves in all river towns. This depression ended quickly when Union forces created demand by renting and chartering riverboats; vessels were desperately needed to move troops and supplies. By August 1861, the first use of boats to transport masses of troops was underway.<sup>37</sup> To secure the needed vessels, federal authorities issued contracts and charters. Steubenville captains were involved in this practice throughout the War (Table 4).

Table 4

Vessels Chartered From Steubenville Captains

| VESSEL        | CHARTER DATES         | COST      | CHARTERED FROM  |
|---------------|-----------------------|-----------|-----------------|
| Emma Duncan   | 1/14/1863-3/17/1863   | \$200/day | F. Y. Batchelor |
| Navigator     | 3/28/1863-4/9/1863    | \$140/day | J. Shouse       |
| Norman        | 4/9/1863-4/30/1863    | \$160/day | J. W. Batchelor |
| Carrie Jacobs | 4/19/1863-6/1/1863    | \$175/day | *NOT LISTED     |
| Sunnyside     | 10/11/1863-10/12/1863 | \$275/day | S. J. Batchelor |
| Nora          | 8/16/1864-1/1//1865   | \$75/day  | H. H. Devenny   |
| Navigator     | 3/24/1865-7/14/1865   | \$205/day | F. Y. Batchelor |
| New York      | 6/4/1865-11/3/1865    | \$220/day | J. Shouse       |
| Giudon        | 6/16/1865-7/28/1865   | \$205/day | J. W. Batchelor |

\*While there is no listed "Chartered From" for the Carrie Jacobs, she is included here because of her association with Captain Alonzo Batchelor.

Compiled by the author from U.S. 40th Congress, 2nd Session, Serial Set 1346.

Most of the vessels were chartered for about \$200 per day, with extreme exceptions being the *Nora* at \$75 per day and the *Sunnyside* at \$275 per day. This disparity may have been based on vessel size or the immediacy of the need. The *Nora* was chartered for a comparatively long time, while the *Sunnyside* was chartered for one day only.<sup>38</sup> Chartering was followed later in the war by reinvigorated construction activities. The *Cincinnati Gazette* for June 1863 noted 105 boats being built along the river (Ohio) from Pittsburgh to Wheeling.<sup>39</sup> Steubenville did not share in this construction activity to any great extent, however, as only the Union was built during the war (Table 5).

During the Civil War, several Steubenville captains saw combat service. John S. Devenny commanded the *Silver Lake* #2,<sup>40</sup> and Stanton Batchelor commanded the

*Emma Duncan*. C. W. Batchelor wrote an extensive article in *Waterways Journal* discussing his shipping activities, which included the construction of the riverboat *Emma Duncan* in 1860. The *Duncan*, a light draft sidewheeler sold to the government during the war, was for some time commanded by Stanton Batchelor who saw service on the Cumberland River from the Ohio River to Nashville.[41](#)

## Post-Civil War Years

Following the Civil War, the Steubenville boatyard reopened as a sawmill under other owners, and in 1867 it burnt again. After passing through the hands of several other owners, it eventually became Staples boatyard, named after the new owner Charles H. Staples. Staples, born in 1846 at New Market in Harrison County, came to Steubenville in 1872 where he engaged in boat building and the lumber business on Water Street near the C and P Depot.[42](#) He is credited as being the architect for a new wharfboat built at Steubenville in 1879, and for building the 76 in 1876 when it went into service on Wells and Barrets ferry, and the *Maggie* in 1879.[43](#)

The five vessels built during the post-Civil War period were ferryboats. (See Table 5, which provides also a chronological perspective on the long-term boat-building activities at Steubenville.) While we cannot determine the first home port for these vessels, we can determine, from *Way's Packet Directory, 1848-1994*, their dimensions and/or tonnage: *Rebecca* (21 tons), 76 (56 tons; 85' x 20' x 4'), *Maggie* (79' x 17' x 4.5'), *Sherrard* (73.5' x 18' x 2.9'), and *Nathaniel* (85' x 20' x 3.9').[44](#)

Some barges may also have been built. Eighteen-eighty records indicate that in Jefferson County, Ohio, eight vessels were built with a total tonnage of 1,447 and a value of \$9,000.[45](#) The value of barges in 1880 ranged from \$1,000 to \$1,300, which suggests that barges were the items constructed.[46](#) Support comes from a news item in the September 1879 *Ohio Press* that reported a new barge 120' x 20' was turned out by Staples sawmill, and that the mill had orders for a number of the same.[47](#)

Riverboats, however, did not seem to be the order of the day for the Staples yard. In a brief comment about a month later (October 3, 1879) the *Ohio Press* called for some enterprising person to "come forth and open a boatyard of large scale."[48](#) Apparently no one did "come forth" on a large scale. The *Maggie* in 1879, the *Sherrard* in 1886, and *Nathaniel* in 1887 were the last riverboats produced.

As the boatbuilding business declined, however, Steubenville's rivermen became more widely involved in business, commerce, and government. (Steubenville vessel owners are shown in Table 6.) Following the Civil War, Captain Alex Norton moved to New Orleans where he ran a boat store and commission business.[49](#) By the time he died, Captain James O'Neal had been master for the Valley Line between St. Louis and New Orleans, had been appointed Supervisory Inspector of Steamboats for the St. Louis District during

the Cleveland Administration, and finally had become owner of the Park Hotel in Salem, Illinois.<sup>50</sup> In March of 1865, Captain Henry H. Devenny was appointed by President Lincoln as Supervising Inspector of Steam Vessels, a position he held for thirty years.<sup>51</sup>

During the late 1870s, Steubenville river men took their experience and expertise to the Missouri River. As early as 1857, M. E. Lucas of Steubenville had taken the *U.S. Mail* to Atcheson, Kansas, where she was snagged on a submerged log and sank. While not an auspicious beginning, Lucas's foray to the Missouri in search of wider trade was followed by other Steubenville natives after the Civil War. In 1877-1878, Captain C. W. Batchelor (who had taken a business position in Pittsburgh) built the *F. Y. Batchelor*. Named for his deceased brother, it was built in Pittsburgh for the trading firm of Leighton and Jordan, which was doing business on the Missouri at Forts Buford and Keogh and the Poplar River Agency. Captain Batchelor was noted as being an "eastern partner" of the firm. On May 9, 1878, the *F. Y. Batchelor* cleared Pittsburgh, bound for the Missouri, with Captain Grant Marsh in command.<sup>52</sup> Captain C. W. Batchelor, incidentally, was so highly regarded on the Missouri River that he was called upon to act as host for the occasion when the great Indian Chief Sitting Bull made a visit to Bismarck, North Dakota.<sup>53</sup>

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Steamers had a monopoly on freight traffic in the valley before railroads were built. Rival boats competed to reach the wharves first – and the freight was worth fighting for. The collector at the port of Zanesville reported shipments in 1848 of:  
 1,923,254 pounds of stoneware  
 398,472 pounds of bacon and pork  
 309,948 pounds of pig iron  
 105,800 barrels of flour  
 22,258 of salt  
 25,383 bushels of wheat and lesser amounts of other grains  
 substantial amounts of tobacco, glass, lard and butter  
<http://silverheelsriffle.wetpaint.com/page/Steamboating+on+the+Muskingum>

#### Presidents During This Time:

|   |   |                                     |
|---|---|-------------------------------------|
| 01 Washington, George<br>(1789-1797)    | 02 Adams, John<br>(1797-1801)           | 03 Jefferson, Thomas<br>(1801-1809) |
| 04 Madison, James<br>(1809-1817)        | 08 Van Buren, Martin<br>(1837-1841)     | 11 Polk, James Knox<br>(1845-1849)  |
| 05 Monroe, James<br>(1817-1825)         | 09 Harrison, William<br>Henry<br>(1841) | 12 Taylor, Zachary<br>(1849-1850)   |
| 06 Adams, John<br>Quincy<br>(1825-1829) | 10 Tyler, John<br>(1841-1845)           | 13 Fillmore, Millard<br>(1850-1853) |
| 07 Jackson, Andrew                      |   | 14 Pierce, Franklin<br>(1853-1857)  |

15 Buchanan, James  
(1857-1861)  
16 Lincoln, Abraham  
(1861-1865)  
17 Johnson, Andrew  
(1865-1869)  
18 Grant, Ulysses S.  
(1869-1877)  
19 Hayes, Rutherford  
Birchard

(1877-1881)  
20 Garfield, James  
Abram  
(1881)  
21 Arthur, Chester  
Alan  
(1881-1885)  
22 Cleveland, Grover  
(1885-1889)  
23 Harrison, Benjamin

(1889-1893)  
24 Cleveland, Grover  
(1893-1897)  
25 McKinley, William  
(1897-1901)  
26 Roosevelt, Theodore  
(1901-1909)

### Charles A. Murray dies at age 92

Charles A. Murray, 92, a retired St. Louis brick contractor, died Monday, Aug. 9, 1982, in Cedar Crest Manor nursing home, Washington, Mo., after a long illness.

Private funeral services will be Wednesday in St. James, Mo. Burial will be at St. Meramec Hills Cemetery, St. Louis, Mo.

from above Fort Benton to the Great Falls in Montana, where, in 1866, he carved his name in the rocks. It is a historical landmark viewed by tourists at Ryan Dam. Mr. Murray's great-grandfather, Elijah Murray, owned the first known shipyard on the St. Louis riverfront.

A native St. Louisan, Mr. Murray operated a brick contracting business for nearly 50 years until he retired in 1961.

His grandfather, Francis Arnold Murray, was a pioneer Missouri River steamboat pilot and was the first pilot to take a steamboat, the Tom Stevens,

Mr. Murray is survived by a daughter, Florence Friede of St. James; a son, Charles F. of Kirkwood; three grandchildren, four great-grandchildren and a great-great-granddaughter. Mr. Murray's wife, the former Anna Riemann, died Jan. 22 in Washington, Mo.

Elijah's great grandson. 1982

Ending this chapter on November 27, 2011 but I'll stay on the lookout for any additional info for Elijah. This chapter was such a struggle to get started but as soon as I found the first concrete fact it went much quicker. Watch for some Murrays to return in Ch. 10



